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Country Media Inc. and our advertising partners are proud to honor the U.S. Coast Guard in this annual special section.

Established in 1790 the Coast Guard is both a federal law enforcement agency and a military force, and therefore is a faithful protector of the United States in peacetime and war, according to the Coast Guard's website. In times of peace, the Coast Guard operates as part of the Department of Homeland Security, enforcing the nation's laws at sea, protecting the marine environment, guarding the nation's vast coastline and ports, and performing vital lifesaving missions. In times of war, or at the direction of the President, the Coast Guard serves under the Department of the Navy, defending the nation against terrorism and foreign threats.

This special section pays tribute to the men and women who have served and are now serving in the U.S. Coast Guard.

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CANNON BEACH GAZETTE

Coast Guard growing to serve

ANTHONY "JACK" VOGT

Guest Column

As my active duty Coast Guard service comes to a close, I wish to emphasize what an incredible honor and privilege it has been to serve as the 13th District Commander for the past two years here in the Pacific Northwest.

During what has been an extremely challenging time in our Nation's history, I am tremendously proud of our Coast Guard women and men for performing with excellence while saving lives, ensuring maritime security, and protecting our beautiful Pacific Northwest environment.

While our Coast Guard force here in the Pacific Northwest is robust with 15 boat stations, three air sta-



tions and multiple patrol boats, cutters, aids to navigation and safety and security units, the success of every mission is intertwined with inter-agency training and our partnerships with local, state, Tribal, and other federal authorities. It is with the support of diligent commu-

nity members that the Coast Guard stays 'always ready' as a lifesaving service.

I am happy to share that the Coast Guard's presence in Oregon is growing. Astoria has been selected for two future Fast Response Cutters, with a potential for more. For the first time in the region's history, these new cutters will allow Pacific Northwest units to have constant offshore cutter coverage in areas where our small boats cannot reach.

Additionally, we are looking at opportunities to improve Command and Control between our Sectors and the field units they manage. We are currently analyzing options for reorganizing our operational and administrative Command and Control elements within the Oregon area of operations. Rest assured that any changes made

will not result in overall net loss of assets, but will tremendously benefit the maritime community we serve.

As I pass Rear Adm. Melvin Bouboulis the responsibility of leading the Pacific Northwest's more than 3,000 Coast Guard members, I want to share that I have endeavored to honor my oath, perform the mission, adhere to the Coast Guard Core Values, and take care of the crews I have been trusted to lead. Myself, and certainly the Coast Guard, sincerely appreciate all that the Oregon communities do to recognize our members and provide the best support to our Service.

Semper Paratus and God Bless.

Rear Adm.
Anthony "Jack" Vogt
Commander, 13th Coast
Guard District

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Cover photos: Larry Andreasen, the U.S. Coast Guard, Petty Officer 1st Class Cynthia Oldham, Petty Officer 3rd Class Valerie Walker, and Knox Keranen

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U.S. Coast Guard Station Chetco River



Knox Keranen / The Triplicate -The Pilot

The surfman qualification traces back to 1848, when it was introduced in Massachusetts by the Life-Saving Service, a predecessor to the coast guard, to reduce lives lost during near-to-shore shipwrecks.



Knox Keranen / The Triplicate -The Pilot

"I had never seen someone in the Coast Guard, but I went to the recruiting office and fell in love with the job that they do," said Sosa.

KNOX KERANEN

The Triplicate -The Pilot

Carlos Sosa is an operations petty officer in the U.S. Coast Guard Station Chetco River in Brookings, but he's also a badge-carrying member of an elite group of Coast Guardsmen known as surfmen.

To become a surfman, Coast Guardsmen must already be coxswains, meaning they are certified to drive rescue boats, and then they must take up additional training by operating boats in treacherous, almost unnavigable waters. In addition, the badge requires at least 8 years of active service.

The surfman qualification traces back to 1848, when it was introduced in Massachusetts by the Life-Saving Service, a predecessor to the coast guard, to reduce lives lost during near-to-shore shipwrecks. Today, there are only about 200 active surfmen, including Sosa, and only 500 Coast Guardsmen have ever earned the badge.

Sosa is the most recent surfman to be awarded his certification at Station Chetco River. He said he comes from a family with a military background, but he never really expected to join the Coast Guard.

"My father was in the

Air Force and I was looking at going to a few different branches, but he was the one who told me to check out the Coast Guard and see what they did," said Sosa. "I had no idea what they did at the time, I had never seen someone in the Coast Guard, but I went to the recruiting office and fell in love with the job that they do."

Initially from South Carolina, Sosa has served in the Coast Guard for 8 years now, and has enjoyed his time in the several locations where he has served throughout the U.S., including Miami and Delaware.

"It's been an absolute blessing. I really love the job, love the locations. They give back what you put into it. So, if you put in the effort to do good, you're going to progress in the career no problem," said Sosa.

Last June, Sosa and other Coast Guardsmen were put to the test when they responded to a call of boaters in the water near the Chetco Bar; their vessel had capsized near in the wake of a larger boat. Upon arrival, responders found the stranded boaters, without life jackets, clinging to the overturned hull. Coast Guardsmen were able to rescue all of the subjects, as well as re-right and salvage the capsized boat.



Knox Keranen / The Triplicate -The Pilot

Today, there are only about 200 active surfmen, including Sosa, and only 500 Coast Guardsmen have ever earned the badge. Sosa was the most recent to certify as a surfman at Station Chetco River.

Initially established in 1961, Station Chetco River is responsible for an area stretching north to Cape Blanco in Port Orford and south to Crescent City. The outpost includes a main building with administration, operations, galley, lookout tower, as well as a few small dorms, a fitness center and a recreation room.

The station hosts 30-40 personnel at any given time, and their duties include rough water rescues, maritime environmental protection, law enforcement, boating safety and implementation of commercial fishing rules.

The fleet at Station Chetco

River includes a 47-foot motor light boat (MLB), which is primarily used to tow-in

stranded boats, but it's also the station's key vessel for rough-sea rescues. Coast Guardsmen simply call it "The 47."

"This boat is the workhorse of the Coast Guard," said Sosa. "They can do up to 30 foot seas, 20 foot breaking waves and 50 mile-per hour winds. It can do above that, but anything above that we have to go through a waiver process."

A couple of much smaller 28-foot response boats are also docked at the station, those are used for the Coast Guard's law enforcement operations in the Chetco and Rogue Rivers, as well as near shore law enforcement.

Sosa said the summer is the busiest time of the year in terms of law enforcement.

"We're there for safety. I think that's a misconception that a lot of people think we are there to try to enforce different laws on them, but really our predominant mission is safety. If they don't have the right equipment, that will result in a violation," said Sosa.

Recently, Station Chetco River had a change of command. After 27 years of service, Senior Chief David Pieras retired on June 25. Pieras was awarded the Coast Guard's Meritorious Service Medal for his contributions during the last three years in command at Chetco River. Pieras relinquished his command duties to Senior Chief Petty Officer Ryan Widdows under the guidance of Captain Breanna Knutson, who is stationed in North Bend.



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GUARD

Dorado sets sail for the final time

KNOX KERANEN

The Triplicate -The Pilot

After 22 years of service, the U.S. Coast Guard Dorado and its crew set sail from the Crescent City harbor for a final time in March, as the ship was decommissioned from active duty.

During its service in Crescent City, the Dorado has been a flexible, multi-mission asset to the U.S. Coast Guard and law enforcement in Del Norte, as well as Mendocino and Humboldt counties. Crews aboard the Dorado executed over 130 search and rescue missions and more than a thousand safety inspections. They also enforced fishing laws and completed regular patrols stretching the West Coast from Mexico to Canada, not to mention, a long list of community service activities.

The current commanding officer of the Dorado, Lieutenant Rebecca Cotton, said Cres-

cent City is a unique place to serve.

“The quality of the people here, they are very invested in their town. As a result, they are invested in us, and they are interested in us because we represent safety for the town,” Cotton said. “That support and that feedback is very important for us. It gives a reason to want to serve here.”

The 87-foot cutter, a term used by the U.S. Coast Guard for its commissioned vessels, was built by Bollinger Shipyards in Lockport, La. and then traveled 6,000 miles from New Orleans to Crescent City. During the inaugural trip, the crew of the Dorado were called to rescue two teenage boys whose boat was capsized near the mouth of the Mississippi River. This was to be the first of many successful rescue missions completed by crewmembers aboard the Dorado.

The vessel arrived in Crescent City and was commissioned in April 1999. In late

2000, the crew aboard the Dorado rescued six people, including four children, from their disabled skiff near Point St. George. Most recently, the cutter towed a vessel to safety after it had lost propulsion in Mission Bay and was drifting toward a jetty, in Oct. 2020.

When the Dorado was needed, she was ready. Following the September 2001 terrorist attacks, the Dorado and its crew were called to San Francisco for three weeks of non-stop security and anti-terrorism duties, which included escorting high-interest vessels and responding to bomb threats on the Golden Gate Bridge. In the aftermath of the 2011 tsunami, the Dorado crew helped raise 15 sunken vessels, assisted another that had run aground and removed over 2,000 gallons of oil from the water.

Recently, the Dorado made its first drug bust when it intercepted a smuggler vessel harboring over 1,400 pounds



Courtesy of the U.S. Coast Guard

The crew of the Dorado poses for a picture after completing a mission.

of illegal cannabis near the San Diego border with Mexico on one of its regular, offshore patrols.

Beyond daring rescues and law enforcement patrols, Dorado crew members have made lasting impacts in Crescent City through community outreach and partnerships. Between 1999-2001, crew members teamed up with the community to establish the volunteer U.S. Coast Guard Auxiliary Branch in Crescent City, which remains an integral support for local law enforcement. In 2014, the crew helped establish an annual Community Water Safety event, guiding hundreds of local children on tours of the cutter and water safety demonstrations. The Dorado crew has also worked with the local U.S. Naval Sea Cadets Corps,

a youth leadership program within the Navy, and supplied honor guard members for Memorial Day and Veteran's Day services.

Although the aging cutter does not have a direct replacement, it will not leave behind a void in its place. As it spent much of its time on patrols away from its home in Crescent City, the Dorado could not respond to distress calls, nor was it designed to, said Lt. Cotton.

“The Dorado has certainly done search and rescue while they are already out on patrol, but whenever it's sitting there in the harbor it takes us 12 hours to spin it up because it's not a response crew,” she said.

Instead, those duties will continue to be performed by less noticeable local law enforcement boats in conjunc-

tion with the Coast Guard Auxiliary Flotilla, Coast Guard Station Chetco River, Air Station Humboldt Bay and Coast Guard Station Humboldt Bay. Recently, Station Humboldt Bay acquired an additional boat to improve hazardous weather response.

The long-distance, offshore patrols and safety checks that Dorado was responsible for will continue to be carried out by its sister ship USCGC Barracuda, said Cotton. However, the Coast Guard is in the midst of replacing all of the older cutters with a new fleet of fast-response cutters, which are double the length of its predecessors.

Following the virtual decommissioning ceremony Wednesday, the Dorado departed to join the navy fleet of an allied nation.

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Courtesy of the U.S. Coast Guard

The Dorado served Crescent City for 22 years before being decommissioned March 10, 2021.

U.S. Coast Guard: A history

SOUTH COAST — The U.S. Coast Guard is the oldest continuous seagoing service in the United States.

Coast Guard Day is celebrated on Aug. 4 because that is when the service was established back in 1790.

“(That is) when George Washington signed the Tariff Act,” said Commander Michael Baird of Sector North Bend. “... That authorized the construction of 10 revenue cutters and the personnel to man them. The whole point was the fledgling nation needed an influx of money, so the revenue cutters were there to prevent smuggling and other illegal activities to make sure the country was getting what it was owed.”

The U.S. Coast Guard, as it is known today, wasn't created until 1915 when the Revenue Cutter Service and the U.S. Lifesaving Service merged.

“The merge created the U.S. Coast Guard,” Baird said, adding that the Coast Guard was then merged with the Lighthouse Service in 1939 and the Commerce Department's Bureau of Marine Navigation in 1946.

Because the Coast Guard comprises so many other services, Baird said it is the reason for the Coast Guard's 11 statutory missions.

“We don't do just one thing,” he said.

Those 11 missions are: Port and Waterway Security, Drug Interdiction, Aids to Navigation, Search and Rescue, Living-Marine Resources, Marine Safety, Defense Readiness, Migrant Interdiction, Marine Environmental Protection, Ice Operations, and Law Enforcement.

In addition, Baird said the Coast Guard has been part of every major conflict



Amy Moss Strong / The Bandon Western World

Mural in former Coast Guard building in Bandon, painted by K.L. Jones in 1971 depicting a 36-foot motor lifeboat.

that the U.S. has fought.

“We've had people serve in every major war,” he said. “We're at all times a military service. We're part of the Department of Homeland Security to help us maintain our law enforce-

ment aspects.”

Specific to the Oregon Coast, Sector North Bend was officially established in 2013. Prior to that it was Group North Bend, established in 1968.

“(But) when you look at

North Bend's Area of Operation, you can trace Coast Guard roots to 1870 with the Cape Blanco Lighthouse and 1878 with the first life boat station (which) was established in Coos Bay,” Baird said. “We changed

to a sector because in order to better conduct our missions, we transitioned from groups to air sectors. A lot of titles changed over the years, but our presence and primary mission hasn't changed too much.”

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PETTY OFFICER 3RD CLASS VALERIE WALKER

Guest Article

You can't miss them.

They look like buildings inexplicably floating on the river. The vessels come to the United States from all corners of the world picking up cargos like minerals, grain, steel, cement or cars. The captains and crews are from places like Ukraine, Philippines, Myanmar and South Korea. If the vessels have business anywhere from the Queets River in Washington to the Oregon-California border, Port State Control (PSC) at Coast Guard Marine Safety Unit (MSU) Portland, Ore. might pay them a visit.

"We go on board and make sure these vessels can come in and out safely and not pollute the environment or hurt the people on board," said Petty Officer 2nd Class Billy Lemos, marine science technician.



Photo courtesy of Petty Officer 3rd Class Valerie Walker
Lt. Katherine Brodie, Marine Inspector at Coast Guard Marine Safety Unit Portland, inspects an emergency fishing tackle box kept in the lifeboat aboard the vessel Port Belmonte, during a Port State Control exam at the Port of Portland, Ore., April 30, 2017. Brodie inspects whether the lifeboat contains fresh and complete provisions to sustain all crew members in the event of an order to abandon ship.

According to the International Maritime Organization (IMO) international shipping accounts for more than 80 percent of global trade. The Pacific Northwest Waterways Association (PNWA) states

that the Columbia-Snake River System is the number one wheat and number two soybean export gateways in the U.S., and third largest grain export in the world. It is also home to the West Coast's



Photo courtesy of Petty Officer 3rd Class Valerie Walker
Petty Officer 1st Class Eric Kelley, a marine science technician at Coast Guard Marine Safety Unit Portland, stands next to a low-pressure CO2 system tank aboard the vessel Morning Catherine during a Port State Control exam at the Port of Portland, Portland, Ore., May 1, 2017. Kelley checks the general condition of the tank, specifically if there is any ice or frost build up, which might indicate a leak in the tank or faulty insulation.

number one mineral export gateway. In 2015, 44 million tons of foreign trade operated on the river system valued at an average of \$24 billion each year.

The river trade system also

supports 40,000 local jobs. This regional marine activity pushes the MSU to have one of the largest PSC workloads in the West Coast and is seen as a national "Feeder Port" where apprentice marine in-

spectors are sent for training.

The high volume of traffic seen in the port creates a packed schedule where MSTs are performing exams on a constant basis, including MST reservists. "Unless we have some sort of crazy administrative thing going on that weekend, we come in, get ready and go out," said reservist Petty Officer 1st Class Eric Kelley, marine science technician.

Exams are driven by a point system, which balances multiple variables and determines if an incoming vessel receives an exam. In 2016, the MSU office of 16 active and reserve personnel performed 513 vessel exams looking for deficiencies in safety and security of the vessel or crew. A deficiency might be improper food storage, exposed wiring, fuel leaks, or a defective

See **SAFETY** page 9

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SAFETY from page 8

fire fighting system. Of those exams, 61 deficiencies were recorded for varying levels of violation. By noting those problems the Coast Guard MST and marine inspectors possibly prevented dangerous or damaging incidents to the crew, the public or the environment.

“Instead of showing up after something has happened you’re going somewhere to stop it from happening,” said Lemos, “Definitely a different mindset.”

Port State Control exams begin with a walk outside the vessel’s huge, steel hulls checking for structural damage or signs of water pollution. Physically, the vessels are similar, but inside they’re as varied as the countries they originate from.

“When you step foot on that ship it’s like stepping into another country,” said Lt. Katherine Brodie, a marine inspector with MSU Portland.

Although English is a



Photo courtesy of Petty Officer 3rd Class Valerie Walker Petty Officer 1st Class Andrew Christopherson, a marine science technician at Coast Guard Marine Safety Unit Portland, inspects the crew of the vessel Port Belmonte as they perform a fire fighting drill during a Port State Control exam at the Port of Portland, Ore., April 30, 2017. The vessel crew demonstrates how to properly and safely respond in the event of on board fire allowing the MSTs to determine if they are in compliance or need additional fire safety training.

required international language all mariners must know, communication can be a challenge especially with strong accents and vessel noise. Speaking slowly and hand gestures are skills of the trade. Teams review binders

and folders filled with licenses, certificates, logs and plan documentation that can cover a table and must be examined to understand the history and specifications of the vessel and crew. Afterwards, they check the



Photo courtesy of Petty Officer 3rd Class Valerie Walker Petty Officers 2nd Class Billy Lemos and Sarah Jacobs, marine science technicians at Coast Guard Marine Safety Unit Portland, discuss a minor fuel leak in the engine room of the vessel Morning Catherine during a Port State Control exam at Port of Portland, Ore., May 1, 2017. MSTs examine foreign cargo vessels that have come to the U.S., and identify potential fire or pollution hazards in order to prevent fires or environmental contamination.

cargo spaces, lifeboats, fire systems, emergency hydraulic steering, galley sanitation, the bridge and request demonstrations to ensure everything is in working order or are supplied with adequate provisions.

“You’re not going to know every system on a ship so we’re really checking the crew’s competency,” said Brodie.

Favorite exam vessel spots are the multi-story engine rooms and the “house,” or

living quarters, of the crew. “It’s this little world of theirs,” said Kelley “and you have like, 20 or 30 people in there from a different country with their own culture; they’re basically self-sufficient on this vessel. When they’re out in the middle of the ocean, this is their world.”

Although a PSC exam could be assumed to be a stressful intrusion to be endured by the crew, it can also be a catalyst for wanted, but difficult change.

“Sometimes the crew, they know what’s wrong, they keep asking for the right stuff, the company doesn’t want to provide it, so we have to write it and force the company to do it and the crew is thankful for that,” said Lemos.

With a PSC exam, even though vessels are as large as buildings, if they’re not safe they can be detained simply by filling in a few small boxes on a form.

“In the MST world we do more with a pen and book than with a badge,” said Lemos.

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The creed of a Coast Guardsman

U.S. COAST GUARD

Guest Column

Years ago a visitor from Central Oregon stood on the Depoe Bay Bridge, which runs along the Pacific Coast Highway, otherwise known as State Highway 101. She looked out to see a silver boat zipping around in the ocean, and thought to herself 'that looks fun and I want to drive that boat.'

"I had no prior knowledge of the Coast Guard, but at that time in my life I was looking for a purpose," said Petty Officer 2nd Class Kelsi Dozier, (surfman #561) from Coast Guard Station Yaquina Bay in Newport, Oregon. "After that family vacation to Depoe Bay and a little video research on YouTube, I reached out to a Coast Guard recruiter."

The Coast Guard has certified 10 surfmen during the past 8 months. In order to earn the surfman qualification a Coast Guard coxswain requires a lot of hours at the helm while operating in the surf. These weather and sea conditions are most often found between the months of October and April.

"It requires a lot of extra time outside of normal duty hours," said Petty Officer 1st Class Adam Preiser (surfman # 535), Station Chetco River in Brookings, Oregon. "I had to break-in at two different units and came in on baby leave to scout conditions and push for training opportunities. Surfman training conditions hold a very tight window and you have to get out there when the window is open."

Preiser's baby leave wasn't any normal baby leave either, because his newborn needed to get life-saving heart surgery. Station Chetco River is a 7-hour drive from where the heart surgery was taking place at Oregon Health and Science University in Portland, Oregon. While visiting with his wife and newborn, he saw a weather system forming and knew it would bring the surf needed to train, and so he raced home.

Resiliency is a key factor for both member, family member,

and mentor. Coast Guard service members need spouses and support systems to be strong and in place, so when they are on duty, their whole body and mind are on the job.

"Mentors put in a ton of hours to push you toward the qualification," said Petty Officer 2nd Class Enrique Lemos, (surfman #559), Station Umpqua River. "They put in the same time as me."

Surfman mentors consistently preach patience, determination, and humility, because earning the surfman qualification isn't an easy or quick process.

"The most important thing I learned from my mentor was to continue to learn and develop," said Petty Officer 2nd Class Aaron Hadden, (surfman #560), Station Umpqua River. "Making surfman is not the end result. I have to continue to act like I haven't made it yet."

Mentors share mistakes and successes. They offer learning experiences and offer a 360-degree perspective. There is an awful lot of tough love as coxswains work toward the surfman qualification, but that ends up creating a very close bond.

A member's resiliency is needed most when stick time is at a premium.

"It's really hard to share stick time," said Preiser. "It's like a double-edged sword. On one side it's healthy competition, and on the other, you want to be greedy because weather changes and boat casualties occur, and you don't want to miss out."

The healthy competition spoken of by Preiser was especially present while Hadden and Lemos were trying to qualify at the same time. They ended up earning the qualification on the same day and receiving their pin on the same day. Petty Officer 1st Class Raymond Aguilar (surfman # 557) and Dozier also had to share stick time at Station Yaquina Bay.

"You share a different bond with somebody who is operating at the same level as you are," said Aguilar.

"Time is divided up fairly in

my opinion," said Hadden. "It's a friendly competition. You just have to be always there pursuing sign-offs and asking to go out."

This brotherhood turns into a community composed of past, current, and future surfman and they all live by a creed:

I will, to the best of my ability, pursue each mission with the commitment, compassion, and courage inherent in the title of Surfman. I will endeavor to reinforce the worldwide reputation of our forefathers in the Lifeboat Community. I will maintain a guardian's eye on my crew at all times, and keep a cool, yet deliberate, hand on the throttle. I will give of myself, and my knowledge as those who gave to me; so as the line of Coast Guard Surfman will live forever. I will ensure that my supervisors rest easy with the knowledge that I am at the helm, no matter what the conditions. I will never unnecessarily jeopardize myself, my boat, or my crew; But will do so freely to rescue those in peril. I will strive with dedication and determination to bring credit upon Coast Guard Surfman, past and future.

"Taking care of people and taking care of the crew are key factors in every successful mission," said Lemos. "You have to invest in that philosophy."

This is a once-in-a-lifetime process," said Aguilar. "I will pay it forward on the positive side and will avoid paying it forward with the bad experiences."

"I want to save people as well as their property," said Dozier. "I also look forward to being able to pass the knowledge that I have gained to the next watchstander, crewman, and coxswain. Part of my job is to teach others the energy and movement of the waves and how to look at the weather. A surfman has to look at everything and recognize how it will



Photo courtesy of U.S. Coast Guard Petty Officer 2nd Class Enrique Lemos. Petty Officer 2nd Class Enrique Lemos (surfman #559) operates a 47-foot Motor Lifeboat near the entrance to the Umpqua River in Winchester Bay, Oregon, Dec. 26, 2019. When Coast Guard crews are operating in the surf there has to be another asset nearby to respond if something goes wrong in the dangerous conditions.



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Photo courtesy of Bruce Beck Photography, Public Domain use approved by Mr. Bruce Beck
Petty Officer 1st Class Adam Preiser (surfman #535) operates a 47-foot Motor Lifeboat in the surf near Brookings, Oregon, Dec. 13, 2019. Surfman is the highest certification Coast Guardsmen can achieve in Coast Guard small-boat operations.



Photo courtesy of U.S. Coast Guard Petty Officer 2nd Class Enrique Lemos
Petty Officer 2nd Class Enrique Lemos (surfman #559) operates a 47-foot Motor Lifeboat near the entrance to the Umpqua River in Winchester Bay, Oregon, Dec. 26, 2019. Lemos was one of 10 Coast Guardsmen to certify as a surfman during the winter and spring.

CREED from page 10

come together and affect the mission.”

For Preiser, The ‘surfman community’ is strong and it goes outside of the Coast Guard. He has known a fellow surfman since he was 5 years old and another surfman was in his wedding.

“The brotherhood begins while training because regulations state we can’t go out in the surf without another boat out there,” said Preiser. “That boat and that crew is our lifeline if something goes wrong.”

Regardless of the different backgrounds, these five surfmen have all come together to protect mariners in the Pacific Northwest.

Preiser hails from The Outer Banks of North Carolina, the birthplace of the original Coast Guard surfmen, the Midgett family. But he didn’t realize or know the significance of his hometown before joining the Coast Guard.

Aguilar joined the Coast Guard out of Santa Clarita, California, and spent time at two different units, Coast Guard Cutter Boutwell and Station Seattle, before deciding to pursue the surfman qualification at Station Yaquina Bay.

“Research showed the challenge of becoming a master at boat driving skills,” said Aguilar. “But the original draw to the Coast Guard was the humanitarian efforts as first responders.”

Hadden began his military

career in the Army, where he worked with explosives. He was deployed in Afghanistan for a year before joining the Coast Guard.

Lemos from central California, learned of the surfman career path at boot camp where his company commander, a surfman, told stories of his career at surf stations. His first unit was aboard the Coast Guard Cutter Pamlico, and then he attended Boatswain’s Mate A-school before arriving at Station Umpqua River.

Dozier’s journey began shortly after that trip to Depoe Bay. Her first unit out of boot camp was Station Chetco River in Brookings, Oregon. This was also her first up-close experience with the 47-foot Motor Lifeboat, the silver boat that she saw during her trip to Depoe Bay. She started her career in the engineering department before going to Boatswain’s Mate A-School. She then earned coxswain and heavy-weather coxswain qualification at Station Jonesport, Maine.

“As you begin to understand the surfman community, that is part of what keeps you in it,” said Dozier. “Most public knowledge of what surfman are comes from imagery of boats crashing through waves, but a surfman’s knowledge of history, areas of responsibility, ability to read the ocean, understanding the dynamics and know where the dangers come from, is what sets a turfman apart. It isn’t all about boat driving, there’s also the other side of it that is based around knowledge, experience,

and understanding.”

Most cases don’t occur in the surf, but surfman and the crews of the motor lifeboats are the people who can get through any conditions to help the disabled mariners offshore, who would otherwise be drifting helplessly.

Last summer Dozier sat at the helm of a 47-foot MLB and watched the ocean swells approach the Depoe Bay entrance, known as the Hole in the Wall. As a now experienced boat operator, she intently watched the ocean to understand the dangers of entering this particular port. Although intently studying she remembers thinking, “This is pretty wild — a few years ago I was up on the bridge thinking they were nuts for trying to go in there. It looked too small and shallow.”

Dozier loves the history of the surfman and lifeboat community, which in turn heightens her appreciation toward the elite community she is now a member of.

“I enjoy hearing the history of the surfman that came before me like Master Chief McAdams,” said Dozier. “History shows why we are here and why we do what we do. One thing I have learned about being a surfman is it’s not one person or a number, it is a representation of the entire crew.”

Dozier may just be a self-proclaimed country girl, but with her inherent amount of compassion and drive to help others, she carries on the legacy of the creed as one of the Coast Guard’s newest surfman.

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Sector North Bend: Saving lives

NORTH BEND — “A good afternoon can turn threatening quickly,” said Jordan Long, a Lt. Junior Grade with the U.S. Coast Guard, discussing the South Coast.

Stationed out of Sector North Bend, Long looked back on a mission that has stood out to him during his three years in the area. He recalled responding to the Umpqua River where a family had gone out on a recreational vessel, which had capsized.

“Everyone who serves here has respect for the Umpqua River,” Long said. “We know how dangerous the area can become ...”

Though some were saved, not all survived.

“It shows how wild and dangerous the Oregon coastline can (be),” he said.

At Sector North Bend, also known as the Air Station, former Commander

Michael Baird said “our primary mission is search and rescue.” Though the sector also conducts law enforcement, protects living marine resources and has environmental and pollution response, search and rescue has become a much-needed service in the area.

“Given the rugged terrain, a lot of times the Air Station is the only asset that is hoist capable and can respond to people in need on the shoreline ...,” Long said.

Since transferring from the U.S. Army to the Coast Guard as a helicopter pilot, Long has learned about Oregon’s complex offshore cases as well as what is referred to as Inland Rescue Cases, which are often inland rescues, pose unique missions that require the same level and proficiency of training needed in offshore calls.

Long said often times

people don’t realize the Coast Guard conducts inland rescues.

“The last couple months with everyone coming out of quarantine and going out hiking, it has been evident how needed (our) services are here because there isn’t any other agency capable to rescue people depending where they get stranded,” Long said. “We can go in and pick them up and save them that way.”

Baird pointed out that the Air Station is more than just that though. As Sector North Bend, it also serves as command center and support personnel.

“... It’s not just the Air Station, but all the units for the 220 miles of the Oregon coastline,” Baird said.

Whenever members of

See **BEND** page 13



John Gunther / The Bandon Western World

AET 3 Alex Treadwell inspects a Coast Guard MH-65 D Dolphin helicopter between training runs inside the hangar at the North Bend Air Station.

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John Gunther / The Bandon Western World

The North Bend Air Station has a total of five MH-65 D Dolphin helicopters, with two ready crews available at all times for emergencies, one in North Bend and one in Newport.



John Gunther / The Bandon Western World

AMT 2 Matt Calderon washes off a Coast Guard helicopter to make sure it is clean of salt water after a training run that included hovering near the surface of the ocean.



John Gunther / The Bandon Western World

AST 3 Jack Kelly loads a rescue basket into one of the Air Station North Bend's MH-65 D Dolphin helicopters following a recent training flight.

BEND from page 12

Sector North Bend respond to a call, members from these other stations may also respond, along with local agencies.

"Very rarely is it just us responding," Baird said.

For Baird, who has been in the service for 17 years, he has learned that "no case is exactly what you train for," even in the aircraft.

"There's a lot of group coordination and risk analysis," he said. "... It can be very exciting. No overturned vessel is the exact same. Sometimes people are in the water, sometimes they're not. Sometimes we can make a difference and sometimes we can't."

For the missions where not everyone is saved, like the one Long remembered on the Umpqua River, Baird pointed to the importance of training for these different scenarios.

"You get people used to adapting and making risk assessments for on-scene judgement calls," he said.

Though, not every mission ends tragically or bittersweet. Baird was first stationed at Sector North Bend in 2009 to 2013 right out of flight school. One of the missions that stood out to him in his experience was a Search and Rescue mission for a fishing vessel out of Yaquina Bay on the North Jetty.

"There were communication issues with the small boats," he remembered. "We were asked to establish comms with (the 70-foot crab vessel). We got on scene and saw it was on the jetty, on its side, taking on 15-foot breakers."

The small boats weren't able to get close enough to help, so his helicopter deployed a rescue swimmer.

"We saved four people and a giant golden lab," Baird said.

When they returned the next morning, half the boat had broken up and washed out.

"It makes you feel great that you got there in time and helped people," he said.

Historic U.S. Coast Guard Boathouse

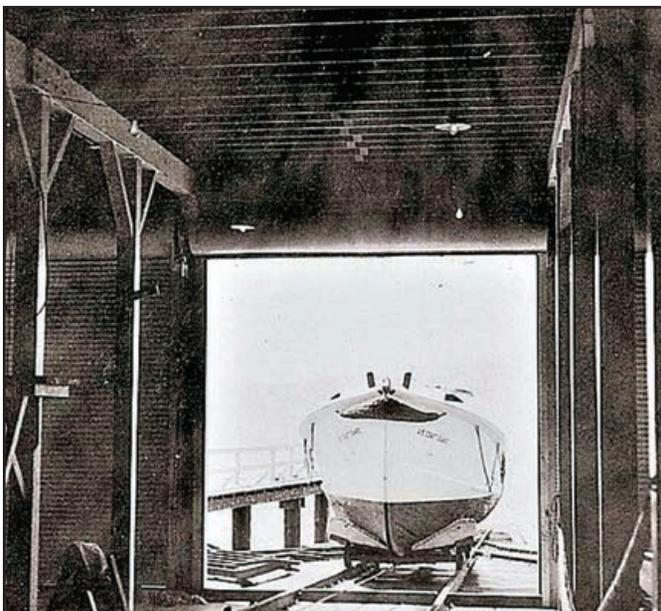


Photo courtesy of Friends of Garibaldi Boathouse

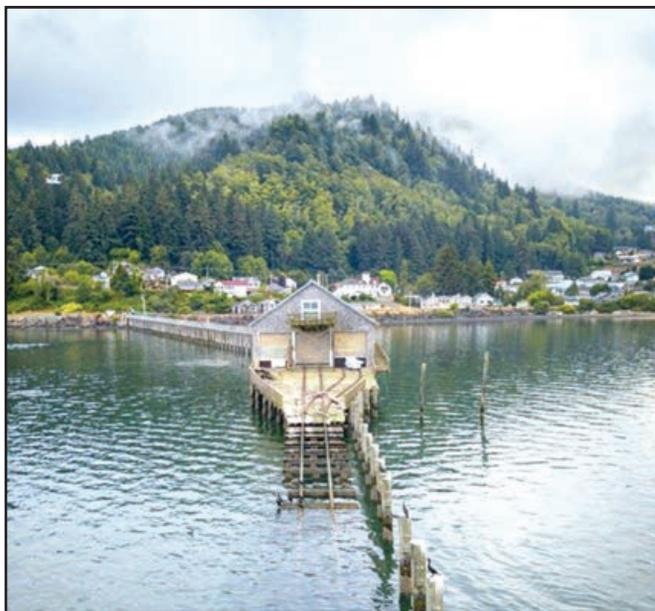


Photo courtesy of Joshua Stills



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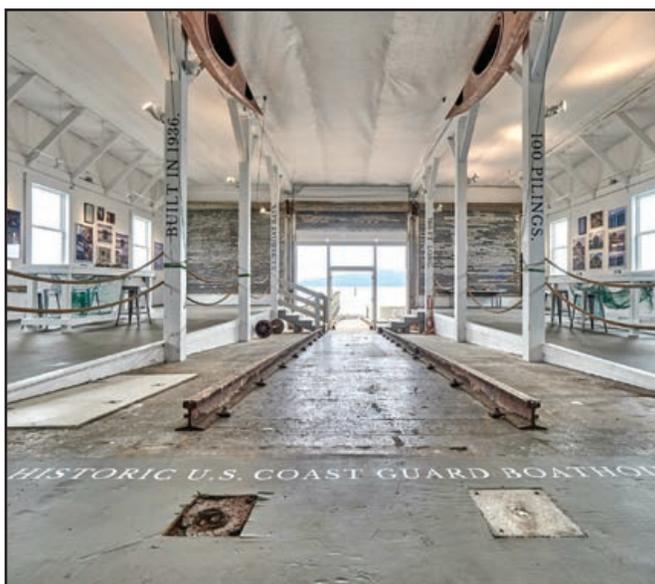


Photo courtesy of Ted Purchase



Photo courtesy of Friends of Garibaldi Boathouse

STAFF REPORT

Country Media Inc.

Garibaldi's Historic U.S. Coast Guard Boathouse is a former U.S. Coast Guard Lifeboat Station. Plans for what is now called the Pier's End Boathouse were drawn in 1934. Construction began in 1936 and the marine railway became fully operational in June 1937.

Situated above the water, the boathouse is a freestanding building and walkway, extending 760 feet out into the bay on a series of over 100 individual pilings.

The boathouse first served the Tillamook Bay Station located in Barview, and then continued after the move to Garibaldi in 1943. It was decommissioned in the early 1960s when the Coast Guard relocated to a new facility, and later the boathouse became property of the Port of Garibaldi.

In 2015, the Garibaldi Cultural Heritage Initiative, a non-profit organization, was established to begin development of a fundraising campaign to preserve and repurpose the facility. The space reopened in June 2018.

The boathouse has a con-

crete stairwell providing access to the shoreline and handicapped accessible turnouts, often used as platforms for fishing and crabbing, the boathouse is a popular recreation site. A gravel parking lot is onsite, with portable restrooms and a trash receptacle.

The boathouse had an open house on the Fourth of July weekend, and will be open this summer to the public on Labor Day weekend and is open for other special events organized by the Garibaldi Cultural Heritage Initiative. Volunteers staff the boathouse. Restoration efforts are ongoing.



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Coast Guard Sector North Bend transfers command



Photo courtesy of Petty Officer 3rd Class Diolanda Caballero

Captain Breanna Knutson, commanding officer of Coast Guard Sector North Bend, in Coos Bay, Oregon, speaks during a change-of-command ceremony, Friday, June 4, 2021, in Coos Bay. Prior to taking command of Sector North Bend, Knutson served as the House of Representatives Liaison for the Coast Guard.

Coast Guard Sector North Bend held a change of command ceremony in June in the sector's helicopter hangar.

Capt. Olav Saboe transferred command to Capt. Breanna Knutson as Rear Adm. Anthony "Jack" Vogt, commander, 13th Coast Guard District, presided over the ceremony.

Knutson, a native of Bremerton, Washington, is reporting to Sector North Bend from Coast Guard Headquarters in Washington, D.C., where she served as the House of Representatives liaison officer for the Coast Guard. Now, as the commander of Sector North Bend, she will lead the Coast Guard personnel who protect the Oregon coast through the aggressive and professional prosecution of all Coast Guard missions.

Ahead of his departure from command, Saboe expressed deep appreciation for

the community members of North Bend and Coos Bay.

"It has been an honor and a privilege to lead over 450 active duty Coast Guard women and men who work 24/7 to safeguard the maritime public and proudly serve the coastal communities of Oregon, from Pacific City to the California border," said Saboe. "It has been a pleasure getting to know and work with many private and public stakeholders up and down the coast."

Saboe added that while he and his family are looking forward to their next assignment in Seattle, they also look forward to staying in touch with the many friends and neighbors they made during their time in Coos County.

"We wish to spend a special thanks to the front-line health care workers who have worked tirelessly to protect the community during the global pandemic as well as the

educators who have done an amazing job of providing an educational experience, in a safe environment, for the children of the community. Ours included," said Saboe.

Saboe is departing Sector North Bend to become the chief of staff of the 13th District headquartered in Seattle. There, he will direct more than 2,000 Coast Guard men and women responsible for executing Coast Guard missions within the Pacific Northwest, including the states of Washington, Oregon, Idaho and Montana.

The change of command ceremony is a tradition deeply rooted in Coast Guard and Naval history. The event signifies a total transfer of responsibility, authority and accountability for the command. All members of the unit attend the ceremony so they can witness the transfer of leadership.



Photo courtesy of Petty Officer 3rd Class Diolanda Caballero

Captain Breanna Knutson and Captain Olav Saboe shake hands during a change-of-command ceremony, Friday, June 4, 2021, at Coast Guard Sector North Bend in Coos Bay, Oregon. During the time-honored ceremony, Saboe transferred command of Sector North Bend to Knutson and Rear Adm. Anthony "Jack" Vogt, commander of Coast Guard 13th District, presided over the ceremony.



Photo courtesy of Petty Officer 3rd Class Diolanda Caballero

Members of the official party salute during a change-of-command ceremony, Friday, June 4, 2021, at Coast Guard Sector North Bend in Coos Bay, Oregon. During the ceremony, Captain Olav Saboe (second from right) transferred command of Sector North Bend to Captain Breanna Knutson (left).

Thanks & Appreciation to the U.S. Coast Guard

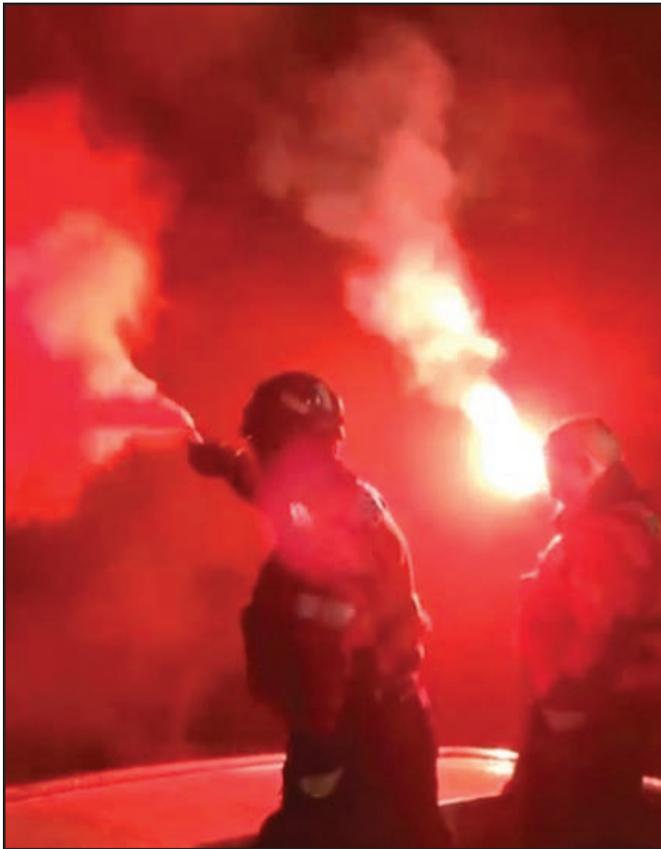


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U.S. Coast Guard Station Tillamook Bay



Photos courtesy of Master Chief Boatswain's Mate Corbin Ross



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HILARY DORSEY Staff Writer

U.S. Coast Guard Station Tillamook Bay is located two miles from the entrance of Tillamook Bay in Garibaldi. The bar at the entrance is one of the most treacherous bars on the Oregon Coast.

The station was established in 1908, with Surfman Robert Farley as the station keeper. After relocating the original station house to Garibaldi, the present moorings and the station facility was completed June 4, 1982.

Master Chief Boatswain's Mate Corbin Ross said the station has around 40 personnel, depending on the season. The station's main mission is search and rescue. The station has a fairly decent sized recreational fleet.

The station also responds to severe medical situations, Ross added. They also have a law enforcement mission,

which includes conducting inspections on vessels to make sure they are in compliance. The Coast Guard has many other missions, including maintaining navigation and preventing and responding to pollution incidents.

The Coast Guard station also works with other government agencies to ensure there is cohesion through all departments.

Ross said the station responds to about 100-120 water rescues a year.

The Tillamook Bay bar changes constantly due to challenges with the jetty's systems, Ross added. Boaters should take time to watch bar conditions. Pay attention to the flashing yellow lights and call the Coast Guard to determine what the restriction is at the time.

The lights are located in three locations and alert boaters of any restrictions. To find out the restrictions, call Coast Guard Station Tillamook at 503-322-3531,

tune radio station to Channel 16 VHF FM or go to <https://www.weather.gov/pqr/barcams>.

Ross said boaters should always wear life jackets when crossing the bar. During his first tour, Ross went out on a search and rescue and the person wearing a life jacket survived and the other person did not.

The COVID-19 pandemic did not have an impact on response efforts, Ross added. Crew members were always able to man boats and assets. The station had a few scares where an individual started to show symptoms and they would be sent home and to the doctor to get tested for COVID-19.

"We have a job to do," Ross said. "We're going to be here."

The duty crews are constantly training to ensure any boater with any issue can be handled.

"They're being watched by the best crew out there," Ross said.

Astoria-based Coast Guard crew seizes \$67 million in cocaine



Photo courtesy of the U.S. Coast Guard

Coast Guard Cutter Steadfast crews discover suspected contraband after searching a suspected drug smuggling vessel Sept. 9, while patrolling international waters of the Eastern Pacific Ocean.

STAFF REPORT

Country Media Inc.

The crew aboard the Coast Guard Cutter Steadfast returned home to Astoria Sunday, Oct. 4, following a 57-day counter-narcotics patrol to the Eastern Pacific Ocean.

Steadfast traveled more than 10,000 miles while conducting law enforcement, search-and-rescue and marine life protection operations.

During their deployment, Steadfast crews boarded five suspected smuggling vessels, seizing 3,905 pounds of pure cocaine worth an estimated \$67 million, and detaining eight suspected drug traffickers.

The crew offloaded the seized contraband Oct. 1 in San Diego.

The crew also responded to a search and rescue case, rescued a sea turtle entangled in an abandoned drift net and

served as a training platform for tactical law enforcement units from Maritime Security Response Team-West.

Steadfast deployed with an MH-65 helicopter and aircrews from Air Station North Bend, Oregon; Air Station Port Angeles, Washington; and an aviation detachment from Helicopter Interdiction Tactical Squadron (HITRON) from Jacksonville, Florida. The HITRON unit provided airborne use of force capability, which assisted in the interdiction of four go-fast vessels suspected of illegal narcotics smuggling. Additionally, Steadfast patrolled with a counter-narcotics subject matter expert from the Pacific Tactical Law Enforcement Team (TACLET).

"The crew put a phenomenal amount of work into readying the cutter for this deployment and sharpening the skillsets required for counter-narcotics operations," Steadfast's commanding officer



Photo courtesy of the U.S. Coast Guard

Coast Guard Cutter Steadfast (WMEC 623) crews search a suspected drug smuggling vessel Sept. 9, while patrolling international waters of the Eastern Pacific Ocean.

Coast Guard Cmdr. Craig Allen said. "Their efforts paid dividends during the smooth execution of several challenging evolutions throughout the patrol. Our HITRON aircrew and TACLET member were an outstanding addition to the Steadfast team. I'm extremely proud of the crew's accomplishments, and I'm also grateful to the Steadfast families who held down the homefront during a turbulent two months that included ongoing COVID-19 challenges and wildfires."

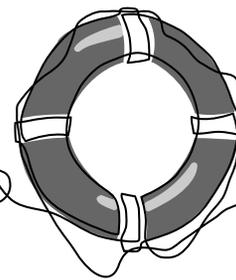
To ensure the safety of Steadfast's crew during the COVID-19 global pandemic, the crew conducted pre-deployment COVID-19 testing, followed by a 14-day monitoring period. Throughout their patrol, Steadfast's crew maintained strict health precautions during all interactions with the public, including wearing N95 masks and undergoing intensive health screenings before each

boarding.

Steadfast continued its tradition of supporting the Columbia River Maritime Museum's Miniboat Program. The Miniboat Program connects students from local Oregon elementary schools with their peers across the Pacific Ocean in Japan. Students learn about the significance of ocean currents and weather while building miniature boats to send across the ocean to their partner schools.

During this patrol, Steadfast launched this year's miniature boat "Goonies" (complete with a 3-D printed figurehead of the Goonies movie character Sloth) approximately 160 miles south of the Mexican Coast. Follow the journey of "Goonies" here: <https://www.crrmm.org/miniboat-program.html>

Steadfast is a 52-year-old Reliance Class cutter and has been homeported in Astoria since 1994.



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At the helm of Coast Guard Station Tillamook Bay

Command changed hands last year at Coast Guard Station Tillamook Bay when Master Chief Boatswain's Mate Curtis Dewey retired, turning over leadership to Master Chief Boatswain's Mate Corbin Ross, who couldn't be happier since his arrival.

In his free time, Ross is a dedicated fisherman who also likes to tinker with engines. He lives in Warrenton with his children, 17-year old Victoria and 13-year old Tyler. Born and raised in Bend, Oregon, he is also a lifelong outdoorsman, always looking for a chance to enjoy nature.

Growing up, Ross formed a connection with the Pacific Ocean early, beginning scuba diving with his family at a young age and spending his summers visiting Oregon Coast towns. He saw a lot of the Coast Guard during that time and it wasn't long before he wanted a piece of the action – driving the boats.

Ross' first unit was based in Port Angeles, Washington, on the Cutter Active. He was bummed at first because he

wanted to drive the small boats, but the tour was far more exciting than Ross had expected. The unit spent much of its time focused on busting drug runners and illegal migrants.

"It was few and far between, but you got something it was intense," Ross said.

Ross also served tours Newport and Depoe Bay before a five-year stint driving and maintaining boats in Tillamook. He worked two major floods and handled operations during the 2006 flood, coordinating with numerous agencies as the county was soaked.

Ross went from Tillamook Bay to Fort Bragg, California, for a tour at Coast Guard Station Noyo River. He also served in Annapolis, Maryland and Cape Cod, Massachusetts. He fondly recalls the beauty of the New England coast, despite its brutally cold seasons. He was pleased to return to the milder winters on the North Coast of Oregon after a short time as Executive Petty Officer at the National Motor Life Boat School.

As he was advancing, Ross knew the head desk at Coast Guard Station Tillamook Bay would open soon. He's had his eye on the job since he was serving in Maryland. He had it locked but pulled back for family reasons. Once retired after more than three decades in the Coast Guard, Ross jumped on the opportunity.

"I wanted to come back," Ross said. "I loved Station Tillamook; I made a lot of progress here in my career."

Ross said one reason he came back was the danger of the area. He said the bar is particularly tricky, and assisting boaters and fishermen is a regular affair. He also speaks highly of the crew at Tillamook Bay, calling them fun and hardworking – and most importantly they care about what they do and the community they serve. And you don't have to look hard to see the popularity of the Coast Guard in the Tillamook area.

"We're blessed to have a community that supports us," Ross said.



Master Chief Boatswain's Mate Corbin Ross.

Courtesy photo

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U.S. Coast Guard Station Yaquina Bay

Located in Newport, Ore. the history of Station Yaquina Bay dates back more than a century.

In 1896, the first U.S. Lifesaving Service station was open at South Beach. Later in 1906, the U.S. Lifesaving Service station move to the present site of the Yaquina Point Lighthouse.

The present facilities were erected in 1944, after the first building was destroyed by fire. A modern annex with berthing, dining, haul out facilities, as well as emergency power supplies, was completed in 1983.

The Station's is responsible for the area that extends from Cape Perpetua to Spencer Creek, totaling 27 miles of Oregon coastline. With the primary mission of search and rescue, the station responds to as many as 590 cases per year.

In addition to search and

rescue, another primary mission at Yaquina Bay is law enforcement, of which the station conducts about 200 cases every year. Their supporting vessels include one of the Coast Guard's four virtually unsinkable 52-foot vessels, which can tow vessels as large as 750 gross tons, take 30-foot seas, travel 150 nautical miles off shore and right itself after a rollover.

Because the station is close to the Siletz River, which floods every year, the station personnel are also trained to assist the local and state police departments, local fire departments, county search and rescue and county marine patrol with emergency flood response when the river floods.

The Yaquina Bay Station has 48 active duty personnel and 16 reserve personnel.



Photo courtesy of U.S. Coast Guard

Station Yaquina Bay in Newport has been in two locations. First in South Beach near Newport. Presently, it is located near Yaquina Point Lighthouse.

*Thank you Coast Guard
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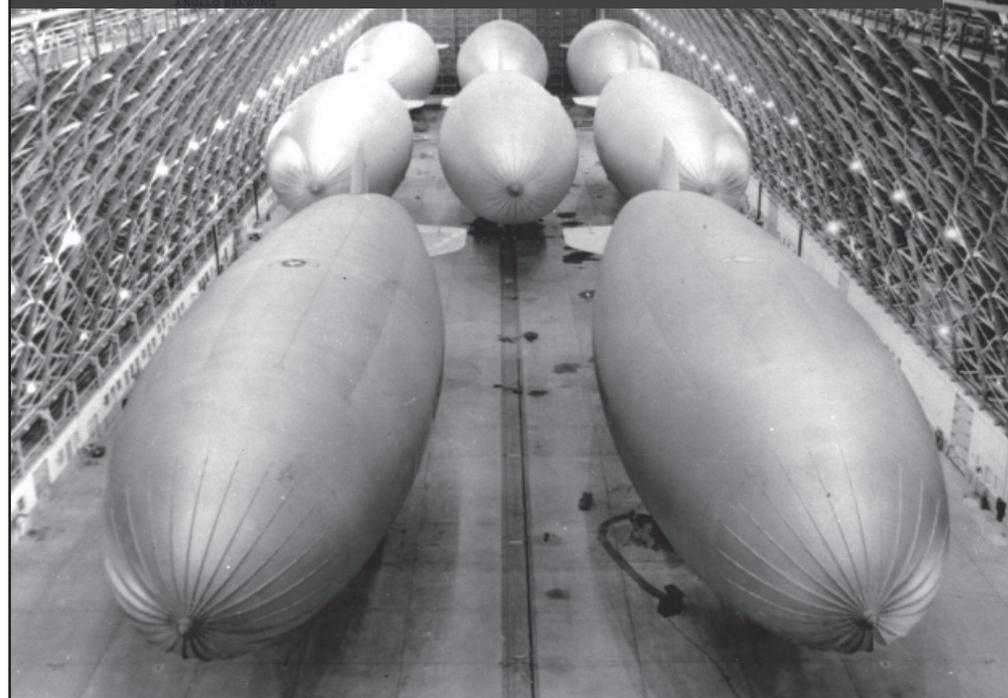
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U.S. Coast Guard Station Depoe Bay

Photo courtesy of Frank Cavazza

U.S. Coast Guard Station Depoe Bay is located in the 'world's smallest harbor,' and serves as a sub-unit of Station Yaquina Bay in Newport.

Established in 1940, the U.S. Coast Guard Station in Depoe Bay is located 16 miles north of Newport.

Depoe Bay is known as 'the world's smallest harbor' because the harbor entrance is 50 feet wide by 150 yards long, with two dogleg turns

between the rock with an overhead bridge. This restricts the vertical clearance to only 42 feet.

Facilities include the original station building with some minor upgrades, two berthing areas, garage and a boathouse. The sta-

tion became a sub-unit of Station Yaquina Bay in Newport in 1997, under the boat station streamlining initiative.

Station Depoe Bay is responsible for an area on the mid-Oregon Coast that extends north to Cape Kiwan-

da in Pacific City and south to Heceta Head near Yachats. The station's primary mission is to provide search and rescue to commercial mariners, recreational boaters and surfers in the area. The station also supports numerous other Coast

Guard missions including marine environmental protection, fisheries conservation enforcement, towing and enforcing boating safety regulations.

The Station's assets consist of one 47-foot motor lifeboat, the Coast Guard's

last 30-foot surf rescue boat and a 24-foot rigid hull inflatable boat. There are also 19 active duty personnel and four reserve personnel at Station Depoe Bay. Station Depoe Bay named Petty Officer Travis Fisher their Chief in November of 2019.

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CWO Mooneyham: Underwater volunteer

**PETTY OFFICER
1ST CLASS LEVI READ**

Guest Article

Many Coast Guard personnel voluntarily sign up to serve our country either for a few years or for an entire career. But once they start receiving a paycheck, they are not technically volunteers anymore. They are paid employees of the government. However, going back to why they joined a military branch in the first place many of these people have a built in desire to serve as a volunteer. Men and women who are attached to the Coast Guard can often be found volunteering time and talents to a cause that is personally special to them, the community they live in or to something they have a talent for.

Chief Warrant Officer Clifford Mooneyham, engineering officer, Coast Guard Cutter Fir, homeported in Astoria, Oregon, is one of numerous community volunteers that currently call the greater Astoria area home. Mooneyham is a volunteer that spends much of his volunteer hours out of sight from public view. He has spent a lot of hours underwater during other people's worst moments trying to provide them some form of closure. As a qualified master diver, Mooneyham has spent more than 150 hours as a dive team member of the Clatsop County Underwater Recovery Team that is under the oversight of the Clatsop County Sheriff. He has been a member of the team for 2 ½ years. His duty aboard first the Coast Guard Cutter Steadfast, also homeported in Astoria and now the Fir, doesn't allow him to respond to every URT call, but he averages three URT related response dives a year.

"Our work provides the opportunity for closure to the families who have recently lost a loved one," said Mooneyham. "Volunteering on the Clatsop County URT brings great satisfaction to me because I get to use a skill

to help others."

Mooneyham recently was part of the dive team that extracted two victims of a plane crash near the Columbia River anchorage area in Astoria. He also was a member of the team that recovered a father who drowned saving his son during a canoe accident in a nearby lake.

Dives with Clatsop County requires a four-person team consisting of a master diver, standby diver/witness, communications and line tender. If a diver locates a drowning victim, the standby enters the water as a witness and brings down a recovery bag. Recovery is always done underwater to spare onlookers that may be on shore.

Thankfully these tragic occurrences don't happen too often, but the URT is called on an average of six times a year to help find a missing person.

The dive team also drills at least once a month in search and recovery and evidence recovery. During search and recovery drills, a weighted mannequin is hidden in a body of water while the dive team is inside a boathouse preparing to dive. During evidence recovery a fake gun is thrown into the water and the dive team uses techniques to locate and properly secure that evidence.

The Coast Guard's goal whether aboard a small boat, cutter or helicopter is to always to save lives, but when the Columbia River and other bodies of water don't cooperate with search efforts the Clatsop County Sheriff's officers are usually already on scene and they transition to a recovery phase. Mooneyham and his fellow URT members can at the very least provide closure during tragic events that are inevitable on the mighty Columbia.

The URT has also used their expertise to help keep or return Coast Guard cutters to full-mission capabilities by clearing crab pot lines from all three cutters homeported in Astoria.

"Prior to doing anything

in the Coast Guard we discuss mission execution, navigation plans, search patterns, intelligence and even drills to make sure the entire team is on the same page," said Mooneyham. "We do the same thing as a dive team. We use the intelligence we have available from eyewitness or reports to set markers and create search patterns. We then use headset communication and hand signals to communicate underwater or to the team members above the surface."

Diving is difficult in the Columbia River, where divers have to continuously fight the elements and the natural flow of a river that on average discharges more than 120,000 cubic feet of water per second. Dives need to be timed according to raising or lowering of the tide, which partly controls the power of the river's current. In the river, divers swim closer to the floor, where the current isn't as strong, but they still must use more fin kicks to stay in place than on most dives. The fin kicks exert more energy so air supply sometimes doesn't last as long – meaning dive times are shorter. The visibility is also limited where you can see no more than two feet in front of you.

Mooneyham has been diving recreationally for about six years and has been a certified master diver for two years. He was provided the opportunity to learn how to dive through the old Coast Guard tuition assistance program, which paid for the scuba course while aboard the Coast Guard Cutter Maple homeported in Sitka, Alaska.

"I got involved because I love being on or in the water – hence my career choice," said Mooneyham. "It was a great opportunity to join my fellow crewmembers for fun and morale. I learned how to dive for a total of \$36 out of pocket."

He has since had the opportunity to recreationally

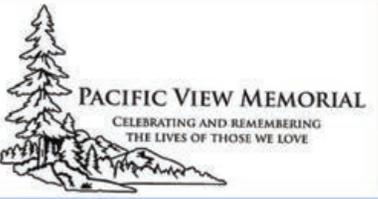


Photo courtesy of Petty Officer 1st Class Levi Read

A diver below balloon floats above the surface as Chief Warrant Officer Clifford Mooneyham, engineering officer, Coast Guard Cutter Fir homeported in Astoria, Ore., conducts a practice scuba dive at Tongue Point, Sept. 9, 2016. Mooneyham is a volunteer member of the Clatsop County Sheriff's Office Underwater Recovery Team and has 150 hours of dives for the sheriff's office.



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See **MOONEYHAM** page 23

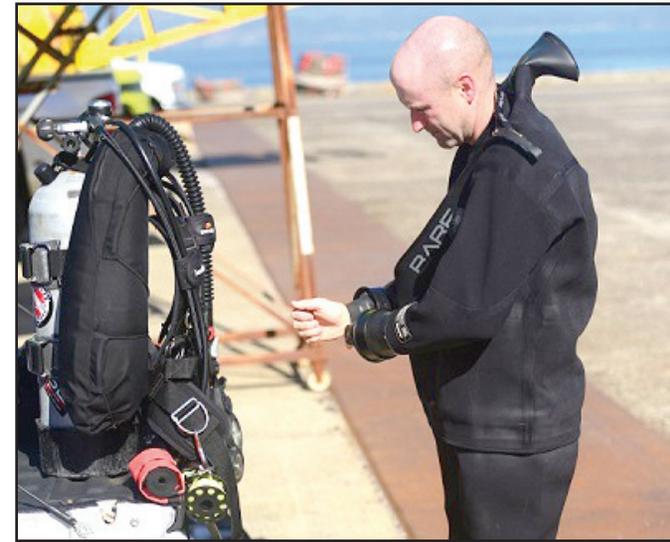


Photo courtesy of Petty Officer 1st Class Levi Read
Chief Warrant Officer Clifford Mooneyham, engineering officer, Coast Guard Cutter Fir, a 225-foot seagoing buoy tender, stands in front of the Fir after a practice scuba dive at Tongue Point in Astoria, Ore., Sept. 9, 2016. Mooneyham also served aboard the Coast Guard Cutter Steadfast, homeported in Astoria, prior to serving aboard the Fir.

Photo courtesy of Petty Officer 1st Class Levi Read
Chief Warrant Officer Clifford Mooneyham, engineering officer, Coast Guard Cutter Fir, a 225-foot seagoing buoy tender, stands in front of the Fir after a practice scuba dive at Tongue Point in Astoria, Ore., Sept. 9, 2016. Mooneyham also served aboard the Coast Guard Cutter Steadfast, homeported in Astoria, prior to serving aboard the Fir.

Photo courtesy of Petty Officer 1st Class Levi Read
Chief Warrant Officer Clifford Mooneyham, engineering officer, Coast Guard Cutter Fir, a 225-foot seagoing buoy tender, stands in front of the Fir after a practice scuba dive at Tongue Point in Astoria, Ore., Sept. 9, 2016. Mooneyham also served aboard the Coast Guard Cutter Steadfast, homeported in Astoria, prior to serving aboard the Fir.

MOONEYHAM from page 22

dive in various locales in Alaska including Attu and Kodiak after becoming certified in Sitka. He has also dived in Hawaii, Mexico, and

up and down the Washington and Oregon coastline.

“My favorite place to dive was near Kodiak because of the topography, visibility, color and various creatures and sea life, not to mention being able to dive

without having to charter a boat because you can be in deep water within minutes of entering the water,” said Mooneyham.

When he arrived in Astoria in 2013 to join the crew of the Steadfast, Mooneyham

located Astoria Scuba, a local dive shop at Pier 39. During one of the visits to the shop he learned of the volunteer opportunity with the Clatsop County Sheriff’s Office. After about a month-long qualification process, which

included meeting fitness standards, medical physical exam, character references and background check he became part of the URT.

Originally from South Carolina, Mooneyham will be spending at least three

more years in Astoria as a Cutter Fir crewmember. He actually hopes to extend that commitment to finish out his 30-year career in Astoria. He plans to continue volunteering with URT as long as they will have him.

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Coast Guard Value and Role: We are a maritime nation; maritime interests are national security interests. Coast Guard missions foster economic prosperity and national security by ensuring that the marine transportation system supplying food, energy, raw materials, consumer goods, technology and recreation is safe, secure and reliable. The USCG

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- Is a global maritime safety and security leader

Sector Columbia River (SCR) Area of Responsibility (AOR): includes 33 ports and 420 nautical miles of coast (and offshore) in Oregon and southwest Washington, and 465 miles of navigable rivers (the Columbia, Willamette and Snake River systems to Idaho – a \$26B/year maritime transportation system).

SCR is parent command to nine major operational units in WA and OR. SCR is based in Warrenton, OR alongside Coast Guard Air Station Astoria, and within sight of the Columbia River Bar which serves as the critical entry and exit point to the region's vital inland river system.

SCR Missions: include

- Search and Rescue
- Marine Inspection
- Waterways Management
- Maritime Homeland Security
- Fisheries Law Enforcement
- Aids to Navigation
- Boating Safety
- Marine Environmental Protection and Response
- Living Marine Resources Protection

SCR Statistics: average annual

- 552 Search and Rescue Missions
- 218 Pollution Responses
- 704 Foreign Vessel Examinations
- 25 Homeland Security Vessel Boardings
- 372 Fishing Vessel Examinations
- 207 Facility Security Inspections
- 842 US Flag Vessel Inspections
- 420 Marine Casualty Investigations
- 64 Marine Event Permits
- Countless other events including aerial/ boat patrols, exercises/drills, bar openings and closures, vessel escorts, interagency coordination events, public outreach/education, etc.

Roles and Legal Authorities of the Sector Commander: Commander, Coast Guard Sector Columbia River is the operational commander for all SCR forces (listed below). Additionally, the CAPT holds the following critical legal authorities essential to maintaining safety, security and environmental stewardship:

- Captain of the Port (COTP)
- Officer in Charge of Marine Inspection (OCMI)
- Search and Rescue Mission Coordinator (SMC)
- Federal Maritime Security Coordinator (FMSC)
- Federal On Scene Coordinator (FOSC)

Total SCR Personnel Strength: 527 Active Duty, 90 Reserve, 25 Civilian, 440 Auxiliary

SCR Units and Personnel Strength:

SCR Hdqtrs/Air Station Astoria (Warrenton): 226 Active Duty, 45 Reserve, 13 Civilian

Marine Safety Unit (MSU) Portland: 69 Active Duty, 20 Reserve, 11 Civilian

Station Grays Harbor WA: 49 Active Duty

Station Cape Disappointment WA: 67 Active Duty & 9 Reserve

Station Tillamook Bay OR: 43 Active Duty

Station Portland OR: 32 Active Duty & 16 Reserve

Aid to Navigation Team Astoria OR: 12 Active Duty

Aid to Navigation Team Kennewick: 13 Active Duty

CGC BLUEBELL, Portland OR (100ft Buoy Tender; 2nd oldest ship in Coast Guard fleet; Commissioned 1944: 15 Active Duty)

SCR Operational Assets: MH-60T Jayhawk Helicopters (3); 52' Heavy Weather Vessels (2); 47' Motor Life Boats (7); 29' Response Boats (8); 16' ATON Skiff (1); 26' TANB (2); 20' Small ATON Boat (2)

Other Astoria, OR Area CG Units

National Motor Lifeboat School, Ilwaco, WA (56 Active Duty personnel)

Coast Guard Cutter ALERT, Homeport Astoria OR City Pier (Commissioned 1968; 78 Active Duty personnel)

Coast Guard Cutter STEADFAST, Homeport Astoria City Pier (Commissioned 1968; 75 Active Duty personnel)

Coast Guard Cutter ELM, Homeport Astoria OR (Tongue Point - Commissioned 2003; 49 Active Duty personnel)

Electronics Support Detachment Astoria, Tongue Point (15 Active Duty personnel)

Advanced Helicopter Rescue School, seasonal school located in Astoria OR (Tongue Point)

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Job corps partners with Coast Guard

PETTY OFFICER 3RD CLASS JONATHAN KLINGENBERG

Guest Article

People come from all walks of life, from rich to poor, such as those able to afford a college education to those who struggle to graduate high school. Combine that with today's competitive workforce, and the struggle continues with trying to find a well paying career.

However Job Corps, an organization funded by the United States Department of Labor, gives at-risk youth access to training, developing sought after skills and opening up their career opportunities across the nation. Said opportunities set sail for the open water at the Tongue Point Job Corps, located in Astoria, Oregon, which partners with the Coast Guard to provide real-life work experience for those interested in a maritime career.

Students from all across the nation come to participate in

the Job Corps seamanship and deck handling program. Additionally, the close proximity to several Coast Guard units allows for cross training opportunities unlike any other location in the nation.

Currently, the Tongue Point facility has 473 students participating in 16 hard and soft trade training programs, 120 of which are enrolled in the seamanship program. Hard trades are along the lines of construction work and soft trades are akin to dental assistant.

"I really like this program because it encourages camaraderie between the Coast Guard and the commercial maritime industry," said Cmdr. Joe Bolanos, commanding officer, Coast Guard Cutter Steadfast and cooperating unit with the Tongue Point Job Corps. "Most of these students are preparing to work in the commercial sector which brings a perspective that is unique to most of our crewmembers. Working together now is invaluable to

encourage future cooperation between the Coast Guard and its commercial maritime partners in ensuring everybody is safe while operating in the maritime domain."

The three trades being cross trained by crewmembers of the Steadfast, as well as the Coast Guard Cutter Alert that is also homeported in Astoria, are cooking, seamanship and maritime engineering.

"It's really neat for our students to be able to work with the Coast Guard," said Len Tumbarello, general manager of the Tongue Point Job Corps training site and retired Coast Guard captain. "It really is a fine organization and hopefully the students can inherit some of the Coast Guard's core values: honor, respect and devotion to duty."

Internship with the Coast Guard can last up to a month while the cutter is in port, and if the opportunity presents itself, students may get underway with the crew of the unit



Photo courtesy of Petty Officer 3rd Class Jonathan Klingenberg

Seamanship students work to refurbish a small boat at the Tongue Point Job Corps center in Astoria, Ore., Oct. 13, 2016. The Tongue Point Job Corps facility has 473 students participating in 16 hard and soft trade training programs, 120 of which are enrolled in the seamanship program.

they are attached to.

"The program started in May of 2016 after the Job Corps reached out to me in search of local internship opportunities for their students," said Bolanos. "As a component of the Job Corps' Work-Based Learning program, it was started to provide students with valuable work experience as able-body seamen, qualified members of the engineering department or galley cooks onboard an operational vessel."

Because the Tongue Point Job Corp site is the only site that teaches seamanship, students interested in that career field come from all over the nation to learn, at no cost to them, for a period of 18 to 24 months. Meals and on-site housing are provided by the learning facility. Students attending the school are also encouraged and assisted with getting their GED or driver's license, if they don't already have them.

"I really enjoy it because we get to learn from each other," said Samuel Perez, a student at the local Job Corps site. "We get to learn new things from the Coast Guard, and I would like to think that they learn a thing or two from us as well."

By the time these students end their training, they have the knowledge and tools they need to compete in the job market around the nation completely cost free to them.



Photo courtesy of Petty Officer 3rd Class Jonathan Klingenberg

Students from the Tongue Point Job Corps located in Astoria, Ore., work the deck of the Coast Guard Cutter Steadfast also located in Astoria, Oct. 13, 2016. The Tongue Point Job Corps center in Astoria is the only location that teacher Seamanship as a trade skill.



Photo courtesy of Petty Officer 3rd Class Jonathan Klingenberg

Mandy Lynn, a student at the Tongue Point Job Corps center in Astoria, Ore., works in the galley of the Coast Guard Cutter Steadfast also homeported in Astoria, Oct. 13, 2016. As part of her education, Mandy is working with Coast Guard cooks to learn different culinary techniques and styles.

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Coast Guard launches student miniboats



Courtesy of the Coast Guard and Columbia River Maritime Museum

U.S. Coast Guard USCGC ALERT crew launches the miniboot S/V PACIFIC LOTUS on a rigid inflatable boat (RHIB) in 2018.

AURORA BIGGERS

The Chronicle - The Chief

An educational program out of the Columbia River Maritime Museum in Astoria, simply dubbed the "Miniboat Program," often partners with the U.S. Coast Guard to launch miniboots built by elementary students.

Once launched, the boats drift on their journey to Japan, where sister schools can retrieve the boats.

Sandel created the program following the 2011 earthquake and tsunami in Japan when debris from the country washed up on Oregon and Washington shores. One of those items, a fishing vessel, is now on display at the Columbia River Maritime Museum.

That boat and its journey across the Pacific Ocean became the inspiration for building the Miniboat Program, said Sandel. Since the program's start in 2017, 1,213 students on both sides of the Pacific Ocean have been involved in the launch of 24 miniboots, traveling a total of 55,236 nautical miles (and

climbing daily). These boats are tracked daily and students are still building on the skills they honed to launch them.

The boats contain sophisticated GPS tracking systems, so that Sandel and his team can track the boat's journey and locate the boats once they hit land (hopefully in Japan).

The Miniboat Program, according to the Columbia River Maritime Museum education director Nate Sandel, provides a one-of-a-kind educational opportunity that introduces students to ocean science, international exchange, and the STEAM fields of science, technology, engineering, the arts and math, helping to inspire future careers

But most importantly, the program gives students a chance to practice thinking and making decisions for themselves.

"There's so many things where adults are telling kids what to do. And this is a total opposite," Sandel said. "You know the kids make every single decision about this boat on their own. No adults are telling

them what to do, and then they also choose what job they want. And that way, every kid's being engaged because some kids love the messy stuff and some kids are like 'No, I want to write letters on the computer, and I want to study ocean products,' so it has a spot for every type of learner in the program."

Through the Miniboat Program, students take on roles as quartermasters, sail designers, keel engineers, cargo trackers, and documentarians. Along the way, they learn real-world skills and make friends overseas while they track their boats online, which are packed with mementos curated by the students.

This initiative is precisely why U.S. Coast Guard LT Michelle Hernandez decided to offer Sandel some help.

"I was originally stationed in Astoria, Oregon right next to the museum, and one day in passing by the museum I saw the christening of the mini boats. I thought it was a cool



Courtesy of the Coast Guard and Columbia River Maritime Museum

SWORDFISH crew pose with the miniboot GREAT NORTHERN before its launch.



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FOR MORE INFORMATION
Contact the Garibaldi Museum at (503) 322-8411 or info@GaribaldiMuseum.org 112 Garibaldi Ave (Hwy 101) • Garibaldi, OR

See **MINIBOATS** page 27

Seaside OUTLETS



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Courtesy of the Coast Guard and Columbia River Maritime Museum
S/V PHILBERT from Columbia City Elementary and S/V BOAT-A-LAHTI from Hilda Lahti Elementary photographed on the flight deck of the USCGC STEADFAST before their 2020 launch.

MINIBOATS from page 26

initiative, so I reached out to Nate and offered to help embark these vessels and get them as close to the trade winds as possible," Hernandez explained.

Hernandez said she has personally launched three miniboats for the program—one off Baja California, one off the borderline of Oregon and California, and one from the East Pacific Ocean.

The miniboats launch 75 miles out anywhere along the Pacific Coast, as far south as Mexico, according to Sandel—which is why the Coast Guard comes in handy.

"What's cool about the STEADFAST and the ALERT—its sister ship that's in Astoria—is that even though they're homeported in Astoria, they're actually part of the Pacific Command, out of Seattle, and their job is that they go and do narcotics enforcement off the coast of Central America. So, that's why we're able to get them all the way down to Mexico because it'll take them out."

Once a boat is launched, Hernandez sends Sandel photos and the location of the launch and Sandel sends the crew a link to the miniboat's



Courtesy of the Coast Guard and Columbia River Maritime Museum
Miniboat Explorers Club's miniboat GREAT NORTHERN launched alongside LT Hernandez's cutter at the time SWORDFISH in 2021.

GPS—though sometimes she has to delay sending out the coordinates, due to the classified nature of some Coast Guard missions.

After Sandel gets the go ahead from the Coast Guard, he begins tracking the boat and sends Hernandez a link to the boat's GPS, so the crew can watch the boat's journey along with the museum and the students.

"Honestly, the whole crew follows along, and we laugh like little children," Hernandez said. "The whole crew usually follows the voyage."

The Coast Guard's involvement with launching the miniboats also adds to the educational experience of the program, said Sandel. When miniboat PHILBERT from Co-

lumbia City was launched in 2020, the Coast Guard went the extra (nautical) mile.

"After the [christening] ceremony, which Coast Guard officers attended, they carried the boat onto the flight deck, and then officially presented it and handed it over. The officers were all in their dress uniforms, and the kids got to go all through the Coast Guard CUTTER, they got to have cookies in the galley, and they got to go to the bridge. They got to just experience a cool tour of what it's like to be in the Coast Guard and what their mission is," Sandel said.

Even though Hernandez is stationed in Port Angeles, Washington now, she said she still reaches out to Sandel for more miniboat missions.

Maritime business connection with Coast Guard

JEREMY C. RUARK
The Chronicle - The Chief

One of the many maritime businesses associated with the U.S. Coast Guard is the Shaver Transportation Company based in Portland.

Shaver has grown into a regional tug and barge company with a fleet of fifteen tugs and twenty barges. Shaver is the oldest continuously operating family-owned tugboat company on the west coast. The company focuses efforts on three lines of business: ship assist, grain and commodity transportation and harbor/marine services, according to the company's website.

In the following conversation we gain insight into Shaver's connection with the Coast Guard, from company representative Mary Morgan.

The Chronicle-The Chief: How has your company successfully partnered with the



Courtesy photo

The Coast Guard issuing the first Certificate of Inspection to Shaver Transportation. from left to right is Mary Morgan, Jeff Johnson, John Grenz, Taylor Mickens, Dick Ackroyd, MSTC Jeff Deronde, Mike Pearson, MSTC Dave Labadie.

Coast Guard and what have been the benefits of such a partnership?

Mary Morgan: Shaver Transportation is proud to

work with the Coast Guard on a range of operational, safety, and environmental issues. Shaver Transportation routinely partners with the Coast Guard, Oregon Mari-

time Pilots, and response agencies during vessel emergencies on the Columbia River. As one of two companies with ship assist capable tugs, Shaver is ready to re-

spond to ship groundings and mechanical failures.

In one case, Shaver and the Coast Guard jointly responded to the grounding of a fully loaded 600-foot bulk carrier in the Columbia River near Skamokawa Park. Shaver towing vessels kept the ship in a safe location while Coast Guard Marine Inspectors worked with the foreign crew to address issues with the ship's machinery. The quick response from both Shaver and the Coast Guard prevented environmental damage and allowed for the continued flow of ship traffic through the river.

Beginning in 2018, towing vessels were required to obtain Certificates of Inspection. The Certificate signifies that a vessel meets the construction standards, safety rules, manning and readiness required by law. Shaver has been working with Marine Inspectors from Coast Guard Marine Safety Unit

Portland to meet these standards. While rigorous, the new regulations and presence of Coast Guard inspectors on Shaver's boats has furthered our readiness and safety culture.

The Chronicle-The Chief: What have been challenges your company has encountered in which your company received assistance from the Coast Guard to overcome those challenges?

Morgan: Since its founding in 1880, Shaver Transportation has grown substantially both in physical equipment and the size of its workforce. One of the challenges Shaver faces is recruiting and training crew members, first as deck hands and later as Captains. New employees may have never worked on a boat before but

See **SHAVER** page 29



THANK YOU U.S. COAST GUARD
for 231 years of service protecting our waterways and nation.

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Courtesy photo

Shaver tugs Samantha S and Portland assisting a vessel out of berth in Portland.



Courtesy photo

The Willamette pushing on the Genco Auvergne after the ship grounded in Skamokawa.

SHAVER from page 28

have aspirations to be tow boat Captains on the Columbia River. As crew members progress in their training, they need to study and test for U.S. Coast Guard Merchant Mariner Credentials in order to be Captains. This

is a long process with many steps along the way that can be challenging for Shaver and the crew member to manage.

The Coast Guard Regional Exam Center in Portland has worked with Shaver every step of the way and helped us develop processes to move

crew members along in the progression to allow their careers to advance. Together, Shaver and the Coast Guard's efforts result in highly trained and competent vessel Captains with the skills and know-how to navigate the Columbia, Snake, and Willamette Rivers.

The Chronicle-The Chief: Overall, from your insight, what would you want the public to know about having the Coast Guard involved in our region?

Morgan: The Coast Guard is involved in every aspect of maritime commerce on the

river system from overseeing repair and construction of commercial vessels to maintaining aids to navigation critical to maritime traffic to responding to emergencies. The Columbia and Snake River system supports 56 million tons of foreign trade valued at over \$21 billion a year annu-

ally. The Coast Guard and the maritime industry work hand in hand to ensure that safe and efficient commerce can continue for decades to come.

Shaver Transportation is located at 4900 NW Front Avenue in Portland and may be reached at 1-888-228-8850.



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The U.S. Coast Guard Columbia River Sector

AURORA BIGGERS
The Chronicle - The Chief

The Coast Guard Air Station Astoria (Warrenton) was established August 14, 1964 at Astoria Regional Airport in Warrenton, Oregon. The unit houses 450 Active Duty, 80 Reserve, 25 Civilian, and 270 Auxiliary members.

For Lieutenant Commander Andrew Jarolimek, a pilot for the Coast Guard in Astoria, his work is rarely, if ever, dull.

Since the start of this year, Sector Columbia River units have responded to more than 170 distress calls, saved 37 lives and assisted 218 lives. Additionally, since mid-May, their crews have saved nearly \$3 million (\$2,670,700) in property from being destroyed or lost to the sea.

That's a regular year for Jarolimek.

"We are a response team for the search and rescue from the Queets River to Pacific City.

We can cover up into Port Angeles and also down to Newport," Jarolimek explained. "If anything is long distance and long range, we can take it."

He's been in the service for 13 years and joined the Columbia River Sector in 2018, but Jarolimek said he'll be sad to ever leave the coast. "This is a very desirable unit for pilots and air carriers. You have a small unit and there's a great mix of terrain."

Coast Guard crews stand 24 hour duties, four to six times a month. The remainder of their time is spent training and performing external missions, which can range from running public affairs to assisting the U.S. Fish and Wildlife Service.

The weather and surf conditions along the coast and Columbia River can be treacherous, Jarolimek said, which is why the National Motor Lifeboat School, where their service's expert boat drivers are trained, is right here near the mouth of the Columbia



Photo courtesy of Petty Officer 1st Class Cynthia Oldham
An MH-60 Jayhawk helicopter from Coast Guard Sector Columbia River conducts training with a Coast Guard Station Cape Disappointment 47-foot Motor Lifeboat crew on the Columbia River in Ilwaco, Washington, Tuesday, Apr. 21, 2021. The boat and air units often train together to stay proficient in joint rescue techniques.

River.

"Our command center overlooks the world famous Columbia River Bar and 'Graveyard of the Pacific,'" Public Affairs Detachment for Astoria Cynthia Oldham ex-

plained. "This area is regarded as one of the most treacherous river bars in the world. Because of the large number of shipwrecks near the river entrance it is often called 'The Graveyard of the Pacific.' Dur-

ing winter storms, wind-driven ocean swells often reach a height of 20-30 feet at the entrance of the bar. With the culmination of strong outgoing tides and large incoming swells, large surf conditions can exist in and around the bar entrance."

And now that Oregon is reopened and weather temperatures are spiking, "unfortunately, there have been an uptick [in drownings] just as people have been on the coast," Jarolimek said.

The Sector's missions typically include rescuing boaters, swimmers, and hikers along the river and coast.

"Just this weekend we had a lot of people wanting to get outside and had back to back rescues on saddle mountain," Jarolimek in early May. That weekend, Jarolimek and his crew helped rescue two hikers who injured themselves on Saddle Mountain and five surfers who got stranded on a rock at Short Sands Beach.

Jarolimek's job as a pilot is

to provide eyes on the situation—from 500 feet up. Aside from rescue missions, the Sector is charged with patrolling up and down the Columbia River, inspecting boats and ships.

"We do a lot of inspection work," Jarolimek said. "Just because there is a lot of transit traffic through there."

With the aid of the Air Station/Sector in Warrenton, a Marine Safety Unit in Portland, two Aids to Navigation teams, the Coast Guard Cutter Bluebell which is a patrol boat in Portland, and four coastal stations in Portland, Cape Disappointment, Greys Harbor and Tillamook; the Columbia River Sector ensures Maritime Safety, Security, and Environmental Protection along 420 miles of coastal Oregon and southern Washington, and for the 33 ports along the 465 miles of the Columbia, Snake, and Willamette River systems extending from the Pacific Ocean to Lewiston, Idaho, according to Oldham.

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